

NAVAL AIR STATION WHIDBEY ISLAND, BOAT HOUSE
(Building 19)
OAK HARBOR ← *Seaplane Base*
ISLAND COUNTY
WASHINGTON

HABS No. WA-214-A

HABS
WASH
15-OAKHA,
1A-

WRITTEN HISTORICAL AND DESCRIPTIVE DATA
PHOTOGRAPHS

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Columbia Cascades System Support Office
909 First Avenue
Seattle, Washington 98104-1060

HISTORIC AMERICAN BUILDINGS SURVEY
NAVAL AIR STATION WHIDBEY ISLAND, BOAT HOUSE
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Location: Whidbey Island Naval Air Station, Seaplane Base at Oak Harbor, Island County, Washington.
See figure 1: Location Map.

USGS Quadrangle Map: Crescent Harbor Quadrangle

UTM Northing: 5347800m Easting: 528000m

Setting: Building 19 sits on pilings in Crescent Harbor, adjacent to land on two side. Topography is generally flat in the building's vicinity. The building is physically connected to land by a bulkhead on the south side of the east-west wing. A rip-rap wall runs along the west edge of the north-south wing. The structure's roof is 37 feet above sea level at mean low tide.

Compass Direction: The building faces north and east

Present Owner: United States Navy

Present Use: Vacant, proposed for demolition in 1997

Significance: Built in 1942 and expanded in 1944, Building 19 at NASWI is significant on a national level for its association with the U.S. military effort during World War II. It is an important element of the Seaplane Base, which served a critical defensive and training role to protect the Pacific coastline from enemy attack during the World War II. As a utilitarian boat house supporting seaplanes landing in Crescent Harbor during the war, Building 19 is further associated with overall seaplane operation the Pacific.

Building 19 differs from boathouses of late periods because it was constructed of large, high quality timbers likely form local old-growth forest. This quality timber was readily available in the Northwest at this time.

The Seaplane Base at NASWI itself is significant as the only remaining WWII-era seaplane base in the Pacific region that has not been extensively altered. The base is further significant in the history of Whidbey Island because the development of the base substantially altered the course and pace of development on the island since World War II.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. **Date of erection:** 1942. North wing constructed in 1944
2. **Architect:** Building 19 was designed by The Austin Company. In business since 1879, The Austin Company is made up of consultants, designers, engineers, and constructors. They are headquartered in Cleveland, Ohio and have 31 offices throughout the United States and the world. In the Puget Sound region, The Austin Company is known for their work in designing and building facilities for the Boeing Company in Everett, Washington, one of the largest employers supporting the regional economy of the greater Seattle area. The Austin Company designed and built the original and recently expanded main hangar at Boeing, which is the largest building by volume in the world. The Austin Company is currently the largest design-build firm in the United States (pers. com., Fetterley, 7/29/96).
3. **Occupant and uses:** Building 19 has always been owned by the United States Navy. It served as a covered boat shelter from its construction until its condemnation in 1993. In addition, various support functions, such as offices, repair shops, and bunk rooms, were also housed in Building 19 during its early years of use.
4. **Builder, contractor, and supplier:** The Austin Company both designed and built Building 19 under a general order with the Bureau of Yards and Docks. During World War II, The Austin Company had over 1,000 work orders. Aside from laying out the general plan for NASWI Seaplane Base and constructing all the original buildings, the company also designed and built many military facilities in both Washington and Oregon, including Fort Lewis, McChord Air Force Base, and Sand Point Naval Air Station. They also designed and built many World War II blimp hangars in Washington, Oregon, and Alaska, as well as Piers 90 and 91 in Seattle (pers. com., Fetterley, 7/29/96).

According to The Austin Company, the supplier of building materials is unknown, but the lumber most likely came from a local mill on Whidbey Island or possibly from Anacortes (pers. com., Fetterley, 7/29/96).

5. **Original plans and construction:** The first construction effort began in 1942 consisting of a two-story rectangular structure set in an east-west orientation providing approximately 19,000 square feet of covered boat shelter. The north wing was built two years later in 1944, creating Building 19's current configuration as a two-story L-shaped plan with approximately 38,000 square feet of covered boat shelter. Also at this time, an enclosed office space was constructed in the upper northwest corner of the building, and an elevated steel monorail with a two-ton capacity was installed connecting Building 19 to an adjacent machine shop (Building 81). For purposes of this HABS document, however, the structure as completed in 1944 is considered the "original."

The building was constructed of sturdy, clear (knot-free), Douglas-fir, using the heart of the wood. According to The Austin Company, the large size of the roofing beams (10 inches wide by 16 inches tall by 18 feet long) probably came from trees at least 4 feet in diameter, indicating that old-growth timber was used. These large roofing beams typically span 18 feet, the approximate distance between boat slips. The pilings, roofing, and flooring forming the structure are all made of this strong timber. Because shipping and rail transportation were devoted to other war efforts, it was typical to construct Navy projects with locally available materials, and old-growth Douglas-fir lumber was plentiful and readily obtainable in the Northwest at the time.

Wood construction was a typical building practice in the Northwest. Boat houses in general were usually constructed of wood, since they would be standing in salt water which quickly deteriorates metal. What makes Building 19 unique, however, is the size and quality of the lumber, which attests to the availability of quality heavy timber in the area at the time of construction. According to Dave Williams, former Commanding Officer at NASWI, no expense was spared in constructing Building 19, which employed the strongest, highest quality, knot-free timber available.

Since old-growth timber is now relatively rare and expensive, it would be nearly impossible or unfeasible to construct such a building today using the same size and quality of lumber. A boat house of this size built today would use much less wood due to its high flammability. The roof today would most likely be a steel bar joist (truss) system supporting plywood roofing material. Modern steel alloys and paints can be used in marine environments today; these items were unavailable during the war years.

6. **Alterations and additions:** Few alterations or additions were made to Building 19 over the years. Between 1949 and 1951, the Navy repaired the bulkhead on the south side of the building, added a steel pontoon float system within the enclosed structure area, and repaired the boat house dock decking. In 1953, asbestos siding was applied over the original wood siding for fire protection purposes. From 1955 until 1958, the Navy added freeze protection to water and sewer lines, repaired and altered floating walkways, and constructed additional floats for the boat house. In 1967, repairs to the float system were made. The original operational boat support mission was being phased out at this time, and from 1968 to 1993 no major projects or changes were made to the boat house other than normal repairs and routine maintenance. Those repairs did not correct deteriorating conditions to the structure. In 1993, the structure was condemned by the Navy for safety purposes; in 1995, the asbestos siding was removed as part of a base-wide asbestos abatement program.

B. Historical Context:

Building 19 is significant due to its supporting role with Navy seaplane operations in the Pacific during World War II. Building 19 contributes significantly to the historical context of the Seaplane Base, which itself is the only remaining example of a seaplane base on the West Coast, Alaska, or Hawaii that has not been extensively altered (Dames and Moore 1994). The following provides a historical background describing the need for Naval air

stations before and during the War, the development of the Seaplane Base at NASWI, post-war development, and the specific role of Building 19 both before and after the War.

Background

As tensions among nations in Europe and around the Pacific Ocean grew in the 1930s, President Franklin D. Roosevelt and Congress took steps to strengthen the nation's military power and prepare for war. At the close of World War I, the Navy had only one air station on the West Coast, in San Diego. More West Coast air stations were added in the 1930s: in Seattle (Sand Point), Sunnyvale (Moffett Field), Alameda, and San Pedro (Long Beach), as well as a reserve air base with minimal facilities in Oakland, California (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

Naval air stations had many missions but always one basic assignment: to keep aircraft flying. All aircraft maintenance had to be performed on the ground, requiring runways, seaplane ramps, hangars, workshops, and storage facilities, as well as facilities to house and feed flight and ground crews. Training facilities also were essential to provide combat-ready Naval aviators, and nearly all training for carrier-based airplanes was conducted ashore. The Navy's Bureau of Yards and Docks (now the Naval Facilities Engineering Command) was responsible for providing these ground facilities, except for machinery and other collateral equipment. (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

Naval aviation was divided into three elements: Navy heavier-than-air, Marine Corps heavier-than-air, and Navy lighter-than-air (i.e.). The Navy lighter-than-air program consisted of large, helium-filled dirigibles which were often used to patrol the Western Coastline because they could stay aloft longer than any heavier-than-air aircraft at the time. Navy heavier-than-air was divided into subgroups: seaplanes and landplanes. Seaplanes could land in water but were based on land. Landplane operations consisted of large aircraft for patrol or transport and small, carrier-based aircraft for patrol or attack. Criteria for the selection of appropriate air station sites were based on the location of landplane facilities near a protected body of water where seaplanes could also take off and land under generally favorable weather conditions (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

In May 1938, the Navy was authorized to increase its number of aircraft from 1,000 to 3,000 planes; a temporary committee, known as the Hepburn Board, was established to develop recommendations for expansion of the Navy's aviation facilities. In its December 1939 report, the Hepburn Board encouraged the acquisition of outlying fields and recommended expanding aviation facilities in Seattle. As the Germans occupied Paris in June 1940, Congress authorized an increase of Naval aircraft to 10,000 planes. In July, with the passage of a "Two-Ocean Navy" bill, which required a vast expansion of facilities in the Pacific, the number of Naval aircraft was increased again to 15,000 (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

Development of the Seaplane Base

By early 1941, the Navy had developed plans for disposition of the 15,000 aircraft authorized the previous summer. Rather than expanding facilities in Seattle, planning began for a new "re-arming" base intended for patrol planes to defend Puget Sound. A site was sought that was suitable for seaplanes but could be expanded into a large landplane base. Accommodations for fuel, ammunition, and bomb storage were necessary, and locations at Lake Ozette, Indian Island, Keystone Harbor, Penn Cove, and Oak and

Crescent and Harbors were investigated. In a report to the Chief of Naval Operations and the Chief of Bureau of Aeronautics, the Commandant of the 13th Naval District recommended acquisition of all lands facing southeast on Crescent Harbor to become a seaplane base, as well as an area about four miles northwest, facing west on the Strait of Juan de Fuca, for landplane operations. This station, on Whidbey Island about 50 air miles north of Seattle, would provide facilities for the operation and maintenance of two offshore patrol squadrons and one inshore patrol squadron, plus facilities for the operation of four additional patrol squadrons (*Crosswind* September 18, 1992 and USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

Funding was provided by the First Supplemental National Defense Appropriation Act of [Fiscal] 1942, signed by President Roosevelt on August 25, 1941, which appropriated \$3.79 million for construction at Whidbey Island. This involved the construction of approximately 53 facilities at the Seaplane Base including Building 19, as shown on a 1942 Austin Company Grading and Location Plan. This bill also appropriated an additional \$16.85 million for Naval personnel facilities, some of which may have been used at Whidbey Island. Additional funding may have come from the Third Supplemental National Defense Appropriation Act of 1942, which was being heard by Congress at the time Pearl Harbor was bombed on December 7, 1941. This bill authorized an additional \$50 million to the Bureau of Yards and Docks for unspecified "emergency construction" (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994). Survey work for the re-arming depot began in August 1941, apparently immediately upon Congressional approval and funding. The detached location of the landplane field from the Seaplane Base was believed to be an advantage because very little earth would have to be moved to construct runways, saving both time and money (*Crosswind* September 18, 1992 in Dames & Moore 1994).

In early 1942, after the bombing of Pearl Harbor and the subsequent Declaration of War, the authorized number of Naval aircraft was augmented to 27,500. Naval Air Station, Whidbey Island, originally intended to be an adjunct to the existing station at Sand Point on the west shore of Lake Washington in Seattle, would become the principal operational field in the Puget Sound area (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994). In its official history of the period, the Bureau of Yards and Docks noted, "one of the most significant original air-station developments of World War II was on Whidbey Island" (USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

The Bureau of Yards and Docks contracted with The Austin Company, a nationwide engineering and construction firm with an office in Seattle, for construction of the Whidbey Island facilities (*Crosswind* September 18, 1992; USN Bureau of Yards and Docks 1947 in Dames & Moore 1994). Plans on file at the Public Works office at NASWI suggest that The Austin Company also designed the air station and many of the original buildings, although occasionally standard Navy plans were used. For example, existing Buildings 100, 103, and 108 at Ault Field are examples of type B-1 barracks adopted by the Bureau of Yards and Docks during World War I (Garner 1993 in Dames & Moore 1994). The Austin Company plans also reflect the changing nature of the base even as it was being constructed. A site plan for the combined facilities at Ault Field and Seaplane Base, with an approval date of July 20, 1942, is labeled "Rearming Base, Whidbey Island, U.S. Naval Air Station, Seattle, Washington." On a storm-sewer plan of the Seaplane Base, approved on May 8, 1942 but with revisions dated through June 9, 1943, the words, "Rearming Base, Whidbey Island" are lined out and "U.S. Naval Air Station, Whidbey Is." is substituted.

Construction of the facilities at Ault Field and Seaplane Base began on January 15, 1942. By late summer, construction was sufficiently advanced that both were becoming usable

entities. The first landing on the uncompleted runway at what is now Ault Field occurred on August 28, 1942. Naval Air Station, Whidbey Island (NASWI) was formally commissioned at 4:00 p.m., Monday, September 21 in a ceremony at the flagpole across from the Administration Building (now Building 12) at the Seaplane Base. The first mess-hall meal was served on October 1, 1942 and the first landing at the Seaplane Base occurred in December of the same year. Logs had to be cleared from Crescent Harbor before the plane could taxi to the uncompleted hangar. A year later, on September 25, 1943, the landplane base, which had been called Clover Valley Field from its geographic location, was renamed Ault Field in commemoration of Commander William Bowen Ault, a Naval aviator reported missing in action on May 8, 1942 during the Battle of the Coral Sea (*Crosswind* September 20, 1991 and September 18, 1992 in Dames & Moore 1994).

As originally planned, NASWI was intended to provide only the barest operational buildings and utilities for re-arming seaplanes. Ault Field, the landplane base, receives scant mention in early records and then only as an adjunct to the primary facility, the Seaplane Base. The outbreak of war, however, brought a change of focus. In addition to its defensive role in Puget Sound, the air station became an important training center. Recruits, petty officers, and commissioned officers attended training schools at Whidbey Island. Patrol planes flew long-range navigation training missions over the north Pacific, and fighter and bomber crews made bomb, rocket, and machine-gun attacks on practice targets in the Strait of Juan de Fuca. A former air-gunnery range at Ault Field is now adjacent to the Ault Field golf course, but two planetariums, (i.e., Buildings 180 and 200, designated "Celestial Navigation Training" buildings in early plans and a 1962 facility building list) still stand and are little altered. Building lists indicate that buildings continued to be added to the original complement throughout the War. By 1945, accommodations for 4,300 officers and enlisted people had been provided. Gasoline storage was 2,850,000 gallons (*Crosswind* September 18, 1992 and USN Bureau of Yards and Docks 1947 in Dames & Moore 1994).

Post-War Development

NASWI was placed in a reduced operating status when the Wartime fleet was demobilized in January 1946 while the Navy planned post-War development. Advances in aviation technology required bases with longer runways than during the Wartime years, as well as topography suitable for radar-controlled approaches. In 1949, NAS Sand Point in Seattle, which had been the major Naval aviation facility in the Pacific Northwest, was designated a Naval Reserve training station and NASWI became the major fleet-support station—the only major Naval Station north of San Francisco and west of Chicago. This decision and the rising tensions of the Cold War, as well as the outbreak of the Korean War, resulted in the development of additional facilities and the rehabilitation of older ones in the early 1950s. Plans on file at the NASWI Public Works office indicate that asbestos siding was added to housing in 1953, and photographs suggest that asbestos siding was added to other buildings about this time as well.

Though seaplanes remained at the Seaplane Base until March 1970, new development tended to occur at Ault Field as the Navy built training and support facilities for planes that were ever faster and technologically more sophisticated. As time passed, the Seaplane Base, originally the primary base, was assigned support-activity roles that complemented aviation-related activities and Ault Field, which is regarded today as the primary base.

History of Building 19

Building 19 was constructed in mid- to late-1942 as a marina boat house structure to support seaplane operations in Crescent Harbor. The building was classified as a semi-permanent structure. In 1944, a large wing was added to the north, nearly doubling the size of the building. Also during 1944, office space was constructed in the upper northwest corner of the building.

Building 19 provided covered shelter for boats used in the seaplane operations. The Navy used crash and rescue boats, as well as utility boats. Crash and rescue boats, or "crash boats," had firefighting capabilities in the event of a seaplane accident or fire. The utility boats were typical motor launches used to ferry crew and equipment from seaplanes landing in the harbor to the base. Although none of these boats currently remain, the number of boat slips indicate that Building 19 could house 23 boats.

Approximately 80 to 100 Navy officers and enlisted personnel operated and maintained the boats at the height of the war. The men involved in these operations were Quarter Masters, Bos'n Mates, and Machinist Mates (pers. com., Williams, 7/24/96). During the war, when both reconnaissance operations and training missions were handled simultaneously, the men typically would be deployed from Building 19 to meet the seaplanes landing in the harbor. As many as 20 to 30 take-offs and landings occurred daily, keeping the men very busy. To support the Navy men, Building 19 also provided office and shop space, bunk rooms, a bathroom, and storage areas.

The seaplanes were PBY-5 and 5A Catalinas and P5-M Marlins, which would perform routine reconnaissance operations over the Pacific. The aircraft conducted surveillance for submarine and surface ships to secure the western coastline in the event of enemy attack. The seaplanes also ran numerous training missions from the base both during and after the War. The seaplanes were long-range (4,000-mile) aircraft and would stay aloft for 8 to 12 hours at a time. They could carry 2,000 pounds of bombs and had mounted machine guns. The men and boats housed at Building 19 supported seaplane operations and contributed to the overall historic importance of the Seaplane Base during WWII.

Building 19 After the War

Building 19 was used for berthing operational support boats from the 1940s through the early 1960s. By the mid-1960s, the phasing out of seaplane operations removed the need for most of the utility and crash and rescue boats to be housed in Building 19. In 1971, the NASWI Department of Morale, Welfare, and Recreation (MWR) assumed operation of the boathouse to provide recreation services for both active duty and retired Naval personnel. The "Navy Marina," as it is now called, housed pleasure craft for active duty and retired Navy officers.

The by 1980s, the building required significant repairs and upgrades. Due to a lack of funding that prevented the repairs, deterioration continued to the point where the building became unsafe and was condemned by the Navy in 1993. Demolition is proposed for 1997, and the deck from Building 19 and many of its piers will be reused in the construction of a new marina to be built in the same location. In addition, much of the valuable timber will be salvaged and reused in the expansion of the new marina.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. **Architectural character:** The building is a simple, flat-roofed, unadorned, utilitarian structure with exposed wood siding. Boat slip openings have angled knee-wall braces at the upper corners.
2. **Condition of fabric:** The structure itself appears sound, but the northernmost portion of the roof is deteriorating. Wood siding is also in poor condition due to the asbestos cladding removal. The asbestos removal program left the interior office spaces in poor condition, with peeling paint and missing windows, doors, and acoustical panels. The building was condemned for safety purposes in 1993.

B. Description of Exterior:

1. **Overall dimensions:** The east-west wing of Building 19 measures 271 feet long and 74 feet wide. The north-south wing measures 326 feet long and 74 feet wide. The entire structure is 37 feet high measured from the surface of the water at mean low tide, and 27 feet high at mean high tide. Of the 23 boat slips, the 10 slips on the east-west wing are 18 feet wide and 72 feet long. The 13 slips on the north-south wing are 13 feet wide, with lengths of 72 feet or 48 feet.
2. **Foundations:** The building is supported on timber pilings above the waters of Crescent Harbor. Pilings 12 to 18 inches in diameter reach all the way to the roof framing on the older, east-west wing and reach only half way on the newer north-south extension where square timbers support the roof.
3. **Walls:** The walls are clad in horizontal planks. In 1953, asbestos siding was added. The siding was removed in 1995, exposing the wood siding and causing further deterioration.
4. **Structural system, framing:** The superstructure is knee-braced wooden piles and stud-wall frame. The roof is wood-frame construction.
5. **Balconies and bulkheads:** Two small balconies project to the north and east off the interior office space in the northeast corner of the building.
6. **Openings:**
 - a. **Boat openings:** Twenty-three boat openings on the water sides are square-headed with diagonal knee-walls. The openings are 31 feet high at mean low tide and 21 feet high at mean high tide. Ten boat openings are present on the north side of the east-west wing, with 11 on the east side of the north-south wing. Two additional boat openings are on the north end of the north-south wing.
 - b. **Doors and doorways:** Doors and doorways include a set of double, wood panel doors at the western end of the south facade with a flat metal awning, two full-height sliding doors offset to the

left set in the south elevation, and a single, wood panel door near the eastern end of the west facade. This door was accessed via an attached staircase that was removed.

- c. **Windows:** Window openings are limited to two areas. At the south end of the west facade, where a two-story interior office structure was constructed in 1944, fenestration consisted of one-over-two and two-over-two horizontal-mullioned wooden double-hung sash in moderately proportioned, square-headed openings with board surrounds. All of these windows, however, were removed and only the openings remain. Another office area was constructed at the second-floor level of the northeast corner of the east-west wing. Windows for this office were also removed.

7. **Roof:** The building has a flat roof with a plain parapet on the south and west sides and at the ends of both wings. Roofing is built-up asphalt.

C. Description of Interior:

1. **Floor plans:** The interior of the building is primarily two large open volumes (see Figure 2, Building 19 Floor Plan). The southwest corner of the building and the northeast corner of the east-west wing contain the only built-out interior spaces, primarily two office spaces. The southwest corner contains two stories of shop spaces, bathrooms, bunk rooms, a lounge, and storage areas. These spaces were originally used by the seaplane boat crew and then later as the marina office, gear issue, and wood shop spaces. Much of the original details, furnishings, and fixtures have been removed. Two large, steel I-beam monorails are present in this area with large, attached winches and were used to haul boats out of the water for maintenance purposes. A wooden handrail along an interior deck is removable to allow for boat maintenance. A moveable gangway could be raised or lowered to access boats docked below.

An additional, smaller office in the northeast corner of the east-west wing was originally used as a control tower and then later as a classroom. It is comprised on one large room and smaller bathrooms spaces, and approached via a suspended catwalk to an exterior door. Because the stairs leading to the door have been removed, this interior space is no longer accessible.

2. **Stairways:** One single-run, open string stairway is present. It is attached to the exterior wall of the first floor office space and rises 15 steps from the open deck to the second floor office spaces. The stairway has a simple balustrade with a wood banister supported by three square wood balusters.
3. **Flooring:** The limited flooring is of wood planks.
4. **Wall and ceiling finish:** Most walls are painted wood boards. Some walls are of sheetrock. Ceilings are wood boards.
5. **Openings:** Nearly the entire interior of Building 19 is open. There are two open volumes, one for each wing of the building, divided by wooden

pilings between each boat slip. The only two enclosed volumes within Building 19 are described above.

6. **Decorative features and trim:** Being a utilitarian structure, Building 19 contains little or no decorative features except for possibly the diagonal knee walls which brace the top of each boat slip opening.
7. **Hardware:** Remaining knobs, hinges, and other hardware are not notable.
8. **Mechanical Equipment:** A two-ton monorail connects Building 19 to Building 81, the Boat Repair/Machine Shop, to the south. Steel mechanical winches are attached to large steel I-beams near the roof of the larger interior office. These winches were used to haul boats out of the water for repair onto the deck, which has a removable railing.
9. **Original Furnishings:** No WWII-era furnishings remain in the Boat House, but a few newer chairs, tables, cabinets, desks, and work benches furnish these largely empty spaces.

D. Site:

1. **Historic landscape design:** The surrounding site appears to have changed very little since Building 19 was constructed. The original rip-rap wall west of Building 19 and the concrete bulkhead to the south remain intact. However, a marine railway flanking the west and south sides of the building, with a turntable at the southwest corner as shown in a 1979 base plan map, are no longer extant. The railway was used to haul boats out of the water for repair and dry storage. The only reminders of the railway are the supporting pilings running alongside the western edge of the building.
2. **Outbuildings:** Building 81, south of Building 19, was built in 1943 as a semi-permanent structure to support the boat operations in the Boat House. It is attached to Building 19 via the monorail that was used to convey heavy equipment from the Boat House to Building 81 for repair and back again. Building 81 is L-shaped in plan and two stories in height with a shed-roofed wing added to the south. This building will remain in place after Building 19 is demolished as proposed.

PART III. SOURCES OF INFORMATION

Documents:

The Austin Company. Original drawings from 1942. Drawings are kept at the Office of Public Works, Building 12, Naval Air Station Whidbey Island, Whidbey Island, Washington.

Dames & Moore. 1994. Historic and Archeological Resources Protection Plan (HARP) for the Naval Air Station Whidbey Island, Washington. November 1994.

Powers, D. and L. Lilburn. 1993a. Washington Historic Property Inventory Form for Seaplane Base Historic District. November 1993.

Powers, D. and L. Lilburn. 1993b. Washington Historic Property Inventory Form for Building 19. November 1993.

URS Consultants, Inc. 1995. Drawing of Building 19 for Asbestos Survey Results. June 15, 1995.

Interviews:

Bill Fetterley, Chief Architect at The Austin Company, Renton, WA, 7/23/96 and 7/29/96. Interviewed by B. Brewster, EDAW, Seattle, WA.

Dave Williams, Harbormaster at Oak Harbor and former NASWI Commanding Officer, 7/24/96. Interviewed by B. Brewster, EDAW, Seattle, WA.

PART IV. PROJECT INFORMATION

This HABS documentation has been prepared in accordance with a Memorandum of Agreement (MOA) between the Department of the Navy and the Washington State Historic Preservation Officer (SHPO), with acceptance by the Advisory Council on Historic Preservation. The HABS documentation is a measure to mitigate the adverse effect on Building 19 caused by the proposed demolition of the building by the Department of the Navy. If approved, demolition of Building 19 is slated for fiscal year 1997.

This HABS documentation was cosponsored by the following:

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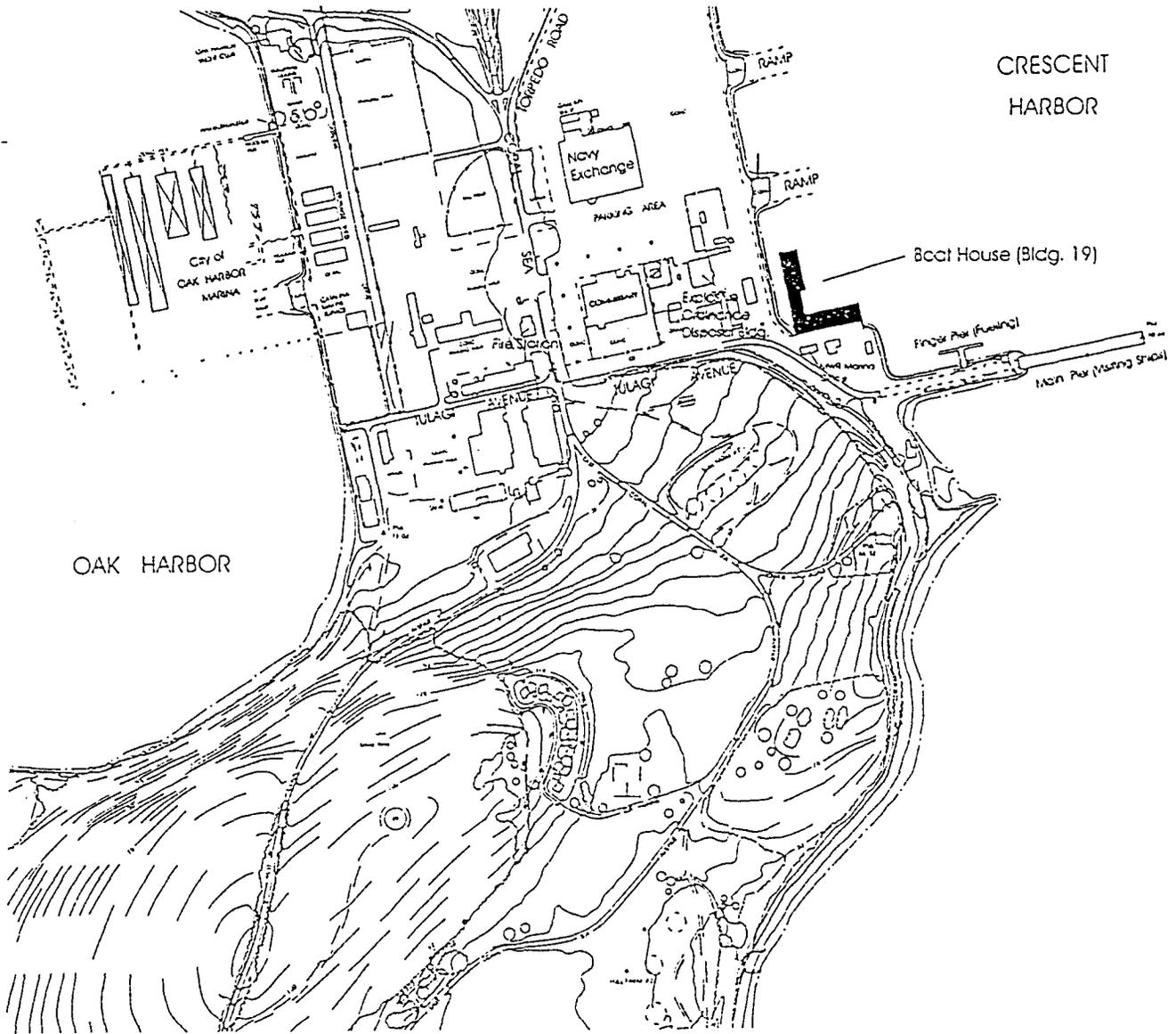
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Extensive portions of the historical narrative were originally prepared for the Navy by:

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Photography was completed by:
John Stamets

This report was compiled in July and August of 1996 and accepted by the National Park Service in October, 1996.



Source: Department of the Navy, 1988



Not to Scale

Figure 1: Location Map

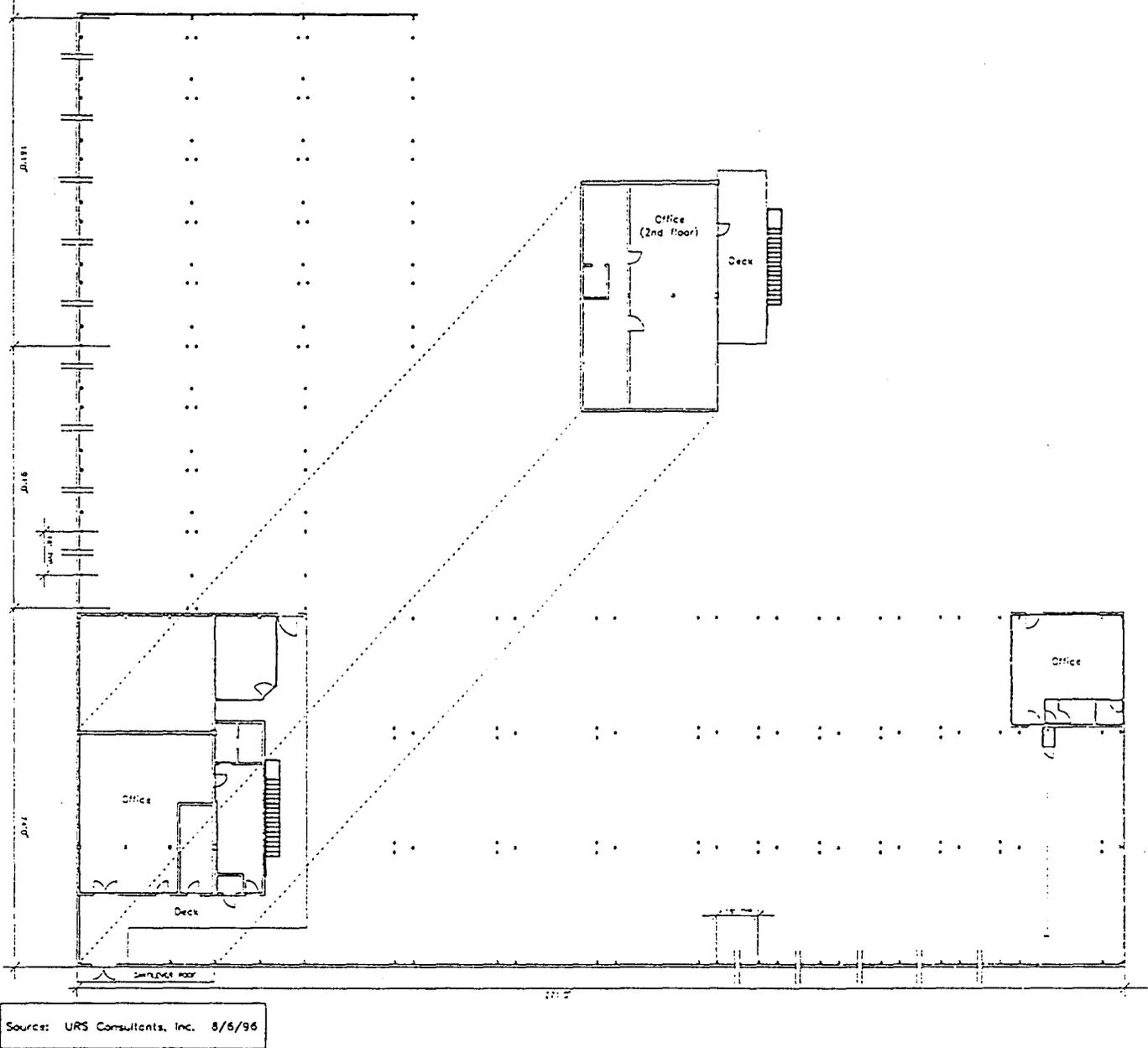


Figure 2: Building 19 Floor Plan